

The China Mail.

OUR ADVERTISING DEPARTMENT
HAVING BEEN REPLENISHED with a large assortment of the latest ENGLISH and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL OFFICE.

Established February 1845.

日二十月十年酉丁 Price, \$2.50 PER MONTH.

No. 10,334

號六十月一十年七十九百八千一英

HONGKONG, TUESDAY, NOVEMBER 16, 1897.

Business Notices.

GUARANTEED 10 YEARS OLD.

FINE OLD



SCOTCH WHISKY

GREENLEES BROTHERS.
Glasgow & London.

SOLE AGENTS:

FLETCHER & Co.,
THE PHARMACY, HONGKONG.

THE NETHERLANDS FIRE INSURANCE CO., 'DE SALAMANDER' OF AMSTERDAM.

THE Undersigned, having been appointed AGENTS for the above COMPANY, are prepared to accept RISKS Against FIRE at CURRENT RATES.

LUTGERS EINSTAMANN & Co.
Hongkong, November 15, 1897. 2242

MR. H. KAMMEL has been Admitted PARTNER in the MEDICAL HALL.
E. NIDHARDT.
Hongkong, November 1, 1897. 2168

Kinghorn & Macdonald,
Consulting Mechanical Engineers and Surveyors,
CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

SPECIFICATIONS, DESIGNS and DRAWINGS prepared for all Classes of STEAMSHIPS, MACHINERY and BOILERS.
New Work and Repairs supervised. Surveys undertaken and Report prepared.

Telegrams: "KINGHORN" Hongkong. Telephone, No. 12.
Postal Address: 17 Praya Central.
JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.E., London.
DONALD MACDONALD.
Hongkong, November 5, 1896. 2235

THE
EQUITABLE
LIFE ASSURANCE
SOCIETY
OF THE UNITED STATES.

Assets	...	\$45,161,239
Reserve Fund (4% Standard) and all other	...	\$3,145,160
Liabilities	...	\$3,016,078
Surplus, 4%	...	\$2,193,945,284
Outstanding	...	\$2,193,945,284
New Assurance written, 1896	...	\$23,602,934

LIFE ASSURANCE is now within every man's reach at a cost which, in the result, if no claim arises, is either nominal or, according to the class of policy, yields a return equal to the best of safe investments. For full explanation and illustrations send date of birth to

SHEWAN, TOMES & CO.,
General Agents,
Hongkong. August 5, 1897. 1546

JUST UNPACKED.
TOM SMITH'S XMAS BONBONS,
French Confectionery of varieties from Well-known Makers;
CANDLES and BOTTLES Assorted Toffees and BUTTERSCOTCH.

Also,
XMAS PICH FUDGERS and CAKES; MIXED PEELS, BANGLOWS and BRAZIL NUTS, SOFT SHEL ALMONDS, RAISINS and CURRANTS, &c., &c., &c.
H. RUTTONJEE,
19, D'Aguilar Street, Hongkong, and
2924 19 & 20, Elgin Road, Kowloon.

CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC and METEOROLOGICAL INSTRUMENTS.
VON TROTSCH'S CHRONOMETER BINOCLULARS and TELESCOPIES.
BROWN'S LIQUID and OTHER COMPASSES.
ADMIRALTY & IMREY CHARTS, NAUTICAL BOOKS.
English Syringes & RUBBER-PLATED VASES.
CHRISTIE & CO.'S BANGLOWS, PLAIN WARE, GOLD & SILVER JEWELLERY.
In great variety.

DIAMONDS
AND
DIAMOND JEWELLERY.
Splendid Collection of the Latest London Patterns, at very moderate prices.

S. T. TING,
Surgeon Dentist,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Dentist, 4th Fl., 1897.

HONGKONG-MADE PIANOS.

W. ROBINSON & Co.
are now showing their latest Productions. They are very strong, good tone and appearance and Cheap; in Solid Teak.

PIANOS by 14 other makers of the highest Class, bought in large quantities for our 3 houses on special contract terms, are offered Cheap. For Cash or on Easy Monthly Payments. GUARANTEED FOR THE CLIMATE.

NEW MUSIC CATALOGUE NOW READY. 1898

THE
VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR SCOTCH WHISKY
(in Square Bottles.)
One of the Oldest and Best known Whiskies in the Colony.

FINEST OLD SCOTCH WHISKY.
Specially bottled for us by Usher & Co.

LOCHABER SCOTCH WHISKY.
A very fine blend, Matured and Mellow.

VICTORIA DISPENSARY,
Queen's Road. 1898

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.

CHAMPAGNES, POMMEY and GREN—VEUVE CLAUDE—
BOLLINGER—LOUIS ROCHER—KAU—LANGOS—IBRO—
PIPER HENDRICK—C. H. DARRONNE—PERNET DE LOY—
PAUL DOMIER.

Sole Agents Hongkong and China,
Caldbeck, Macgregor & Co.

ASK FOR FERGUSON'S

P. & O.
SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.

FERGUSON'S
SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.
These are the finest productions of Scotland;
devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF
WHISKIES.

PURE AND MILD.

Sole Importers,
F. BLACKHEAD & Co.

W. POWELL & Co.

SPECIALITIES IN
SCOTCH TARTAN SASHES.

KID AND SUEDE GLOVES EVERY SIZE.

W. POWELL & Co.
Hongkong, November 13, 1897. 2238

W. BREWER & Co.

NEW BOOKS AND NEW EDITIONS.
LETTERS AND SMITH'S DIARIES.
ANGLO-CHINESE DATE BLOCK.
BOYS' ANNUAL, GIRLS' ANNUAL.
Pictures of Southern China, by Macgowan. ... \$6.75
Curiosities of the East, by Manville Pann. 2.00
Romances of Industry and Invention, by Cochran. ... 2.00
Miss Bobbin, by Edith Turner. ... 2.00
Three Partners, by Bret Harris. ... 2.50
Cassell's Illustrated British Ballads. 5.00

AMERICAN SYSTEM OF DENTISTRY.
AT
30, QUEEN'S ROAD CENTRAL.
CHADWICK KEW.
(Late of Paris & Lyons.)
Hongkong, July 14, 1897. 2239

JAPANESE FINE ART CURIOES.
KUH & KOMOR,
31 & 33, Queen's Road, Hongkong;
37, Water Street, Yokohama; and
39, Division Street, Kobe.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—PRAYA.

SOLE EASTERN AGENTS FOR:

ALUMINIUM & GENERAL FOUNDRY ESTD., NEW WIRE WOVE ROOFING CO.

SHEDDEN SON'S & Co., 'SNOWDRIFT,' GEIGEL'S STEAM TRAP.

BREGER & SON'S LTD., PAINTS & VARNISH, TURTLE BROS. & MATTHEWS' STEEL GOODS.

W. WILSON CORSETT, (SATURN AND SCANDINAVIA BELTING).

Bell's Packings and Jointings are used by the British, French, Russian, Italian, Swedish and Spanish Navies, also by Principal English, Colonial and South American Railway Companies.

W. JACKSON, Manager.

WEDDING PRESENTS.

BIRTHDAY PRESENTS.

USEFUL PRESENTS.

We have just received a Varied and Select Consignment of

ELECTRO-PLATED WARE

OF

EVERY DESCRIPTION

From the well-known American Firm of REED and BARTON.

We are in a position to offer these Goods at a reduction of 30 Per Cent on the usual Prices.

Inspection invited.

LANE, CRAWFORD & Co.

CHALLENGER'S PIANOS

ESTABLISHED 1904. MONTHLY PAYMENTS.

\$250 to \$800. Lane, Crawford & Co.

THE HONGKONG HOTEL.

A FIRST CLASS HOTEL IN EVERY RESPECT.

GREAT IMPROVEMENTS:

NEW APPOINTMENTS.

REFRIGERATOR.

NEWLY FURNISHED

MUSIC ROOM.

READING & WRITING ROOM.

SMOKING ROOM.

MATRON IN ATTENDANCE FOR LADIES.

PENINSULAR & ORIENTAL STEAM

NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named—

FOR STEAMSHIP CAPTAIN DATE

LONDON, &c. ... W. D. MUIR ... Noon, 18th November.

LONDON ... R. S. HADDOCK R.N.E. ... About 25th November.

STRAITS & PENANG ... S. B. ... About 27th November.

* See Special Advertisement. + For Freight (only).

For Freight or Passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 13, 1897. 2195

HONG KONG

CENTRAL-MARKET-FOR-BEEF-MUTTON-VEAL-SALMON

BUTCHERY

LIGHT ENGLISH ALES.

BASS' LIGHT GRAVITY ... 4 Doz. Qts. ... 8 Doz. Pints. ... \$16.00. ... \$17.00.

IND COOPE ... 14.00. ... 15.00.

IN EXCELLENT CONDITION.

SAMPLES ON APPLICATION.

SPECIAL QUOTATIONS FOR QUANTITIES.

H. PRICE & Co.,
Wine and Spirit Merchants,
No. 12, Queen's Road, Central.

PEAK HOTEL.

1860 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY Location, Commanding Magnificent View of the City and Harbour, the Mainland of China, and Islands; cool and breezy breeze in Summer, with perfect protection against the North-West winds in Winter.

A Covered Way has been constructed from the Station to the Hotel.

The Hotel is now under European Management.

GEO. J. CASANOVA, Manager.

City Office, No. 1, Queen's Road.

Business Notices.

Drugs Won't Do.

FREE TRIAL OF

SOMETHING THAT WILL DO.

WATKINS'

CHAMPAGNE BITTERS.

APPETITIVE

AND REFRESHING.

WATKINS & Co., APOTHECARIES' HALL.

Green Island Cement Company Limited.

MANUFACTURERS OF

PAVING BRICKS PORTLAND CEMENT TILES

SAVING

DRAIN-PIPES

FIRECLAY

GREEN ISLAND, MACAO.

WORKS, DEEP WATER BAY, HONGKONG.

SHEWAN, TOMES & CO., GENERAL MANAGERS, HONGKONG.

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on Account of the year 1897, at the Rate of FIFTY CENTS per SHARE, 2 1/2% on the Capital of the Company, will be PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after the 26th Instant, on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply to the Company's Office for the WARRANTS.

The DIVIDEND will also be PAYABLE at the HONGKONG AND SHANGHAI BANK, Shanghai, on presentation of WARRANTS there, on and after the same date.

The REGISTER of SHARES will be CLOSED on SATURDAY, the 10th Instant, (th SATURDAY, the 27th Instant, both days inclusive, during which period, no TRANSFER of SHARES can be REGISTERED.

By Order,

A. H. MANOELL, Secretary.

Hongkong, November 9, 1897. 2214

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE.

A CERTIFICATE No. 1589/5008, for TEN SHARES Nos. 42187/42196, Standing in the Register of this Company, in the Name of THOMAS HALL, having been LOST, NOTICE is hereby given that a new Certificate for the said Ten Shares will be issued on the 15th Instant, and that the Original Certificate, unless produced within that period, will thereafter be null and void.

MOWBRAY S. NORTHOOTE, Acting Secretary.

Hongkong, November 9, 1897. 2216

KELLY & WALSH, LTD.

CHINESE AND JAPANESE

HAND-PAINTED XMAS CARDS,

ART CALENDARS,

RICE PAPER CARDS,

CREPE BOOKS.

KELLY & WALSH, LIMITED.

Hongkong, November 12, 1897. 2240

Mitsui Bussan Kaisha,

No. 6, Ice House Street, Praya Central.

HEAD OFFICE:—TOKYO.

BRANCH OFFICE:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

AGENCIES:—

MILWAUKEE COAL MINES.

ONTARIO COAL MINES.

KANADA COAL MINES.

TOKYO MARINE INSURANCE CO., LTD.

MILWAUKEE INSURANCE CO., LTD.

DEFENSEL GOVT. PAPER MILLS, JAPAN.

OSAKA CEMENT CO., LTD.

KANAGAWA CEMENT CO., LTD.

MILWAUKEE STEEL MILLS, LTD.

TOKYO CEMENT STEEL MILLS, LTD.

YAMAGUCHI CEMENT CO., LTD.

HONGKONG, November 9, 1897. 1818

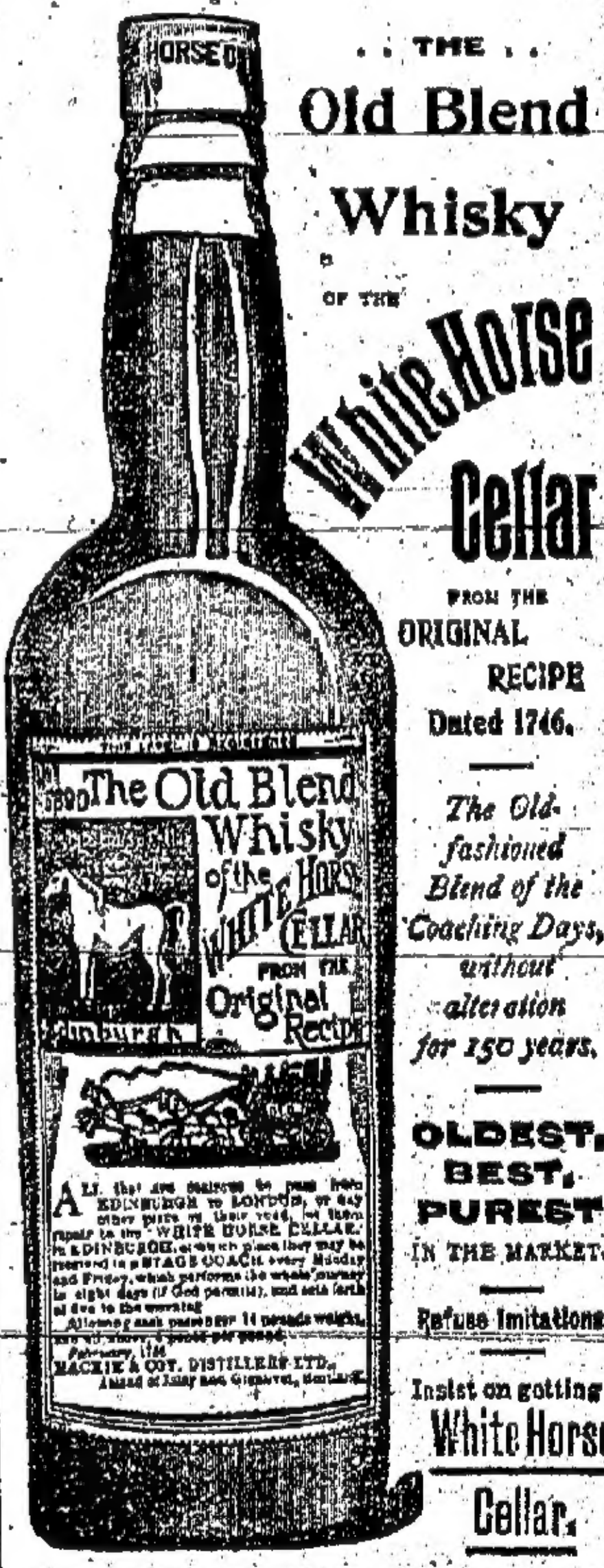
H. F. CARMICHAEL,

Consulting Engineer and Surveyor,

15, PRAYA CENTRAL.

DEGS to announce that from this date he intends to carry on Business at the above address, and that he is prepared to supply DESIGNS and SPECIFICATIONS for all classes of ENGINEERING WORK, Repairs, Estimates and Surveying.

Hongkong, November 9, 1897. 1819



The Volunteer Concert which was to have been held to-night at Headquarters has been postponed till to-morrow night. Should the weather again be unfavourable, the Concert will be held in the City Hall.

The second Club Race of the Royal Hong Kong Yacht Club will be sailed on the 21st inst. The course will be from the Police Pier, Kowloon, round Channel Rocks, Kowloon Rocks, Dwyer off Pier (leaving all to port), twice round—13 miles.

Mr R. E. Bredon, whose rumoured appointment to the post of Deputy Inspector General of the Chinese Customs, was telegraphed to us a few days ago by our Shanghai correspondent, arrived to-day by the German mail steamer *Boymen* from Europe. He is accompanied by Mrs and Miss Bredon.

Avoroten islet has appeared off the North Borneo coast as a result of the earthquake of the 21st Sept. The sea off the north coast of Borneo island was seen to be in violent commotion, and a small arose. When the storm abated, the islet was of rock and mud, and was covered with dead shellfish. It contained tolerably fresh water, and was about one hundred yards in length. The soundings in its neighbourhood indicated a depth of four fathoms.

COMMENTING ON our paragraph stating that the Bennett case has been settled and an order given for the release of the steamers seized by the Chinese Government (including the *Ningchow*), the *China Gazette* says: "We can assert on authority that up to a late hour this afternoon no settlement had been made or even hinted at. Perhaps our contemporary's report is based upon the very trivial fact that the plaintiff (the Emperor of China) in the *Shanghai* suit against the *Ningchow* in Hongkong had submitted, with a very bad grace, through his legal advisers in the Colony, to pay the taxed costs in that case, which he could not very well help, seeing he would have to pay them anyhow."

VERMELS AT THE DOORS.—At Kooloon-Hsian, H.I.G.M.S. *France*, *Lehin*, *Mongkut*, Independent, *Powin*, *Aberdeen*.—(None). *Competition*.—West York, *Wongkoi*.

REUTER'S TELEGRAMS.

(SUPPLIED TO THE CHINA MAIL.)

RUSSIA AND TURKEY.

Russia has informed the Porte that in the event of any part of the Greek war indemnity being employed for purposes of armaments Russia will demand the payment of the arrears of the Russo-Turkish war indemnity. It is believed Russia's object in so doing is to prevent the reconstruction of the Turkish fleet.

CANADA AND THE UNITED STATES.

Sir Wilfrid Laurier is on a visit to Washington, negotiating with the U.S. Government with a view to the conclusion of a reciprocity treaty.

DIPLOMACY.

Count Cassini, the Russian Minister at Peking, has been transferred to Washington.

THE NORTH-WEST FRONTIER. Thirty-five Sikhs and a native officer who were out off in the Kurram Valley have been all killed.

WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 16th at 11.30 a. The barometer has fallen rapidly in the extreme North and moderately in S. China and in the Gulf of Tongking. On the E. coast of China pressure is increasing. A depression seems to be lying over Amoy and the W. side of the China Sea. Gradients for N.E. winds, fresh to strong N.E. winds; mostly fair, but probably some light rain.

The *China Gazette* understands that two German men-of-war have been ordered to proceed to Choofo in connection with the reported murder of a German Missionary in Shantung.

This death is announced of Mr George Pullman, the patentee of the Pullman car, also of Mr Charles Anderson Dana, a prominent American journalist and author, and editor and chief proprietor of the *New York Sun*, in his 77th year.

The Revd. H. L. L. Mackenzie, moderator of the Presbyterian Church of England, is a passenger on board the *P. & O. Roma*, leaving London on the 5th November. He is returning to Swatow, where he began work as a missionary to the Chinese in 1860.

The Straits Cricketers must be congratulated on their substantial victory over Hongkong in the Inter-Colonial Cricket match (says the *Straits Times*). The team, as is well known, is not the strongest team that the Straits could have sent, though the strongest that could be got together on this occasion. The players, accordingly, went up in a suitably humble frame of mind, determined, of course, to do their best, but by no means enthusiastically confident of victory. They have done admirably, and they appear to be doing equally well to-day in the match with Shanghai. In the Inter-Colonial Rifle Match, fortune has also favoured the Straits, for Shanghai has also succeeded in making an aggregate of eight hundred and sixty, against nine hundred and thirty-four scored about a fortnight ago by Singapore. To sweep the field both at shooting and at cricket would be an achievement to be proud of. But fortune is a fickle jade.

ARMED GANG ROBBERY.

ONE MAN SHOT.

ARRESTS BY CAPTAIN SUPERINTENDENT MAY.

Last night, a gang robbery took place in a Californian trader's shop at No. 27 Burd Street, the shop being ransacked by five armed men, and property to the value of \$200 stolen. The scene of the robbery is in the vicinity of Bonham Strand, a district in which these marauders have in the past made frequent incursions. Shortly after nine o'clock five men entered the shop under the usual pretence of buying some articles, and while part of the gang occupied the attention of the man behind the counter the remainder shut the front door of the shop. The robbers then overpowered the four occupants of the shop by covering them with their firearms, which up till this time they had kept concealed under their clothes. They then proceeded to ransack the shop, and while this was in progress one of the occupants managed to make his escape by the back door of the shop, apparently without being observed by the robbers. He found a district watchman in Bonham Strand, informed him of what had transpired, and they were proceeding to obtain more assistance, when two more district watchmen, when, hearing Burd Street, they observed five men running away from the shop. The alarm was raised, and the watchmen gave chase, when the robbers turned round and fired in the direction of their pursuers, one of the bullets striking a young man, about twenty-one years of age, employed as a bookmaker, who was entering his house in Burd Street at the time. The bullet struck him in the right side of the chest and travelled right across till it lodged itself in the vicinity of the heart, causing instant death. The pursuers lost sight of the men. The robbers obtained the keys of the safe and from it secured most of their plunder, which was made up of money and jewellery. Information was sent to the Central Police Station, and the rocket alarm denoting that an armed robbery had been committed were fired. The detective staff, and Captain Superintendent May—who at the time the alarm was made—was at the ball at Government House—were soon actively engaged in a search for the gang robbers, and about a quarter past one o'clock, Captain Superintendent May and a Chinese detective arrested three men in a house in Kwai Wa Lane, which is quite close to the scene of the robbery. The body of the man who was shot was removed to the Government Mortuary, where a post mortem examination was made to-day.

To-day (reports the *China Gazette* of the 14th inst.) a brief telegram from Hongkong, which was of some trouble, (believed to be serious) with the German Roman Catholic Mission in Shantung. Indeed, it was reported that some of the Missionaries had been killed, but we could obtain no official confirmation of the news at the German Consulate at the headquarters of the Mission. The Mission, who acts as procurer for their German brothers. Baron Von Hocking, the German Minister who only returned to Hongkong yesterday, however, had news of some trouble, but was awaiting further details which he expected would flow in course of time. The German warships, *Arcona*, and *Prinzess Wilhelmine*, however, were promptly got in readiness to proceed without delay in case war should arise that their presence off the coast of Shantung was advisable. The German Mission referred to has its field in Meridional Shantung, that is the S.E. corner which abuts on to the extreme north of this province of Kiangsoo, and is a very turbulent region at the best of times.

We believe that a petition signed by every member of the Customs staff is now in course of transmission to the Inspector-General asking for a revision of the present exceedingly inadequate scale of pay. It is believed that the I. G. has already discussed with the Tsung Li Yamen the urgent necessity of doing something to restore the service to something like its old respectable footing in the way of pay, failing which there are everywhere signs of its going to pieces. The Customs staff at Peking, for instance, thought 20 or 25 per cent. increase would meet the case, but that the I. G. insisted upon the urgent necessity of doing much more and calculating the Haikwan tails at 50, something like its former value, and at this rate, unless something unforeseen occurs, it is like the future pay of the staff being calculated, and the staff mean almost doubling the present pay of every man in the I. M. Customs service. We trust that the Chinese Government will raise no foolish obstacles to the adoption of some such revision, for if they do they will end in many years at least, and possibly in a few months, they have been wont to lean with confidence for so many years has become loose and disorganised and liable at any moment to fly to pieces.—*China Gazette*.

On the morning of 13th Oct. Mr Charles Pollock, nephew of Baron Pollock, and Mr Spencer, the aeronaut, ascended in a balloon from Devonshire Park, Eastbourne, with the object of crossing the Channel. They hoped to descend at St. Valere, between Boulogne and Dieppe. All the conditions for the balloon trip were most favourable. The sun shone brightly, the sky was almost cloudless, and the atmosphere singularly clear. The balloon, which is amber-coloured, is about 70 ft. high and 100 ft. in circumference. Mr Pollock, who is between thirty and forty years of age, stated before starting that he contemplated descending at St. Valere, but he might run on till 8 p.m. When everything was in readiness Mr Pollock took his seat in the car, which was less than three feet high, and about three feet six inches across. The valve rope having been pulled within Mr Pollock's reach, the balloon was let go and it rose slowly and majestically into the air, and made its way to the southward. A telegram was received at Eastbourne at night from Mr Pollock stating that he descended safely at half-past four in the afternoon at Donnet, which is about twelve to fourteen miles south-east of Abbeville, and in a direct line with St. Valere.

THE STRAITS—GOD BLESS THEM!

"But there is neither East nor West, Border nor breed, nor birth."

A health to the Straits! God bless them! they have shown us what men can do, by unity, pluck and endeavour and courage. They have taken the edge of our boating, they have cut us up to bits as they choose. They have posted us all round the compass and given our best men the blues. Captain Talbot, the good-natured giant, worthy head of hardworking team, Young MacKenzie, whose batting and bowling was perfection of which we may dream, and Glasgow and Stevens and Hubback, each and all of them good in their way, with Curcio, Welford and Macgregor, who gave such a bowling display.

Good men! Aye, indeed they are all that, and were we to search we should find. Another eleven as good as this one they have left in the South here behind. Men like Anthony, Voulas, "Pig and Whistle" and the demon performer "Dion" Ross.

Why even Jim Collins could captain a team to come here and give Hongkong "blows."

But we've grown here too often exclusive and cricket goes down to form class. (Even Fennell would find himself out of the cold in a net where he scarcely could pass.) For cricket no more levels all things—the Upper Dockyard only play.

And people who're not in the Dockyard, are told to get out of the way.

Well, let us, to the Straits, God bless them, and let us, to the Straits, God bless them, and let us, to the Straits, God bless them.

And most will assert that defeat such as ours cannot be deemed a disgrace.

But I say, and I stick to it roundly, and this is the gist of my song.

That it has been put on one side for the moment, and we have made a better bet for Hongkong.

IONIC.

THE MOYUNE AT SINGAPORE.

DETAILS OF THE ACCIDENT.

Singapore, Nov. 10. The Mutual S.S. Co. Capt. Kemp, which left Cebu in the Philippines on September 30th for Singapore, and which struck an uncharted rock while passing through the Sula Seas, arrived in Singapore under her own steam yesterday morning, about ten o'clock. When the *Moyune* left Cebu the fog was falling and a westerly wind prevailed, and as the wind increased the glass fell till Capt. Kemp perceived there was bad weather to the north. On the morning of the 2nd ult. at 8.25, in a rough sea, the ship suddenly took the ground, and a round sea of steam blowing off was heard from the bow.

It was found that the No. 1 ballast tank forward was filling up rapidly. The engines were immediately put full speed ahead and the ship came off. Just previous to this observations had been taken on board for longitude, and the vessel was manoeuvred about till noon to determine the exact position of the ship, the unknown spot being located in lat. 8° 6' N. and long. 118° 3' E. The chronometers in the afternoon coming in with the bearings of the land which were obtained. It was then decided to proceed to Balabac Straits and anchor for the night. Next day sails were put under the boat to try and get the ship off the ground, but no use. Capt. Kemp left for Kalandan Bay and moored the vessel for the safety of all concerned, some 68 miles from where the accident occurred. They lay there, being unable to obtain any assistance from the Spanish authorities, who were unable to do anything for them.

Efforts were made to induce the Governor of the place to put the gunboat lying in the Bay at the service of the *Moyune* to convey the news to the nearest place where communication could be had either with Singapore or Hongkong, but to this purpose Capt. Kemp had no volunteers on board to proceed to Kalandan on the open sea. Several of the officers readily responded, and Kalandan being reached in two days they were escorted back by the *Deception*, which took the *Moyune's* despatches on to Sandakan.

The *Moyune* was then taken to the Tjampar Bay Company's tug, *Mercury*, in charge of Captain Gray, with a salvage party, and salvage appliances left Singapore on the 18th ult. arriving alongside the *Moyune* in Kalandan Bay on the morning of the 24th ult. Divers were sent down and the hole covered up on the bottom of the hold and the pumps were worked out of the hold and the pumps got to work, and the hold having been dried up, the patching was shored up from the tween decks and the place cemented to make it water tight. The *Moyune* carried a general cargo, largely hemp and of this sort about 200 tons. The cargo was in the hold, and the pumps were worked out of the hold and the pumps got to work, and the hold having been dried up, the patching was shored up from the tween decks and the place cemented to make it water tight. The *Moyune* carried a general cargo, largely hemp and of this sort about 200 tons. The cargo was in the hold, and the pumps were worked out of the hold and the pumps got to work, and the hold having been dried up, the patching was shored up from the tween decks and the place cemented to make it water tight.

On the morning of 13th Oct. Mr Charles Pollock, nephew of Baron Pollock, and Mr Spencer, the aeronaut, ascended in a balloon from Devonshire Park, Eastbourne, with the object of crossing the Channel. They hoped to descend at St. Valere, between Boulogne and Dieppe. All the conditions for the balloon trip were most favourable. The sun shone brightly, the sky was almost cloudless, and the atmosphere singularly clear. The balloon, which is amber-coloured, is about 70 ft. high and 100 ft. in circumference. Mr Pollock, who is between thirty and forty years of age, stated before starting that he contemplated descending at St. Valere, but he might run on till 8 p.m. When everything was in readiness Mr Pollock took his seat in the car, which was less than three feet high, and about three feet six inches across. The valve rope having been pulled within Mr Pollock's reach, the balloon was let go and it rose slowly and majestically into the air, and made its way to the southward. A telegram was received at Eastbourne at night from Mr Pollock stating that he descended safely at half-past four in the afternoon at Donnet, which is about twelve to fourteen miles south-east of Abbeville, and in a direct line with St. Valere.

The German troops have been armed with a new pattern of rifle, which is claimed to be the best in the world.

This order for the new first-class armoured cruiser, which we announced in our last week, would probably be given out by the Japanese Government in France, has just been signed by Mr. Kurino, the Japanese Minister in Paris, in favour of the Société des Forges et Chantiers de la Loire. The vessel will be of 9,000 tons and 17,000 horse power, and it is designed for a speed of twenty knots an hour. The order for torpedo-boats was also referred to will shortly be given.—*London* and *Shanghai*.

STRAITS CURRENCY.

THE ENGLISH SOVEREIGN TO BE ADOPTED.

FULL TEXT OF THE COMMITTEE'S REPORT.

Report of Sub-Committee appointed by the Committee of the Singapore Chamber of Commerce to enquire into the local currency with the view of calling attention of Government to the question of converting the Straits Currency to a Gold Standard.

Singapore, 6th Nov. 1897.—The Committee of the Chamber having at their meeting on 29th August, unanimously expressed an opinion in favour of the desirability of a change of exchange, the undersigned, were appointed a sub-committee, and have considered the question, with the view of bringing before the Chamber the evidence and arguments as may appear to bear thereon, and of suggesting some scheme which may be laid before Government, by which a change of exchange may be attained.

1. The immediate occasion for the appointment of a sub-committee was the very satisfactory fall in the value of silver during the months of July and August, the apprehension that a further fall was by no means improbable, and that the metal might become too low in price, and too unstable, to serve any longer as the standard of value for the currency of these Settlements.

In this connection, we may refer to some of the effects of the continuous fall in sterling exchange.

(a) It has brought about a corresponding advance in the dollar price of almost all imports, more particularly of those from gold standard countries. The cost of living has thus been greatly increased, and all classes have been more or less affected. Those who have felt it most, and they form a very important section of the community, are the employees—European, Russian, and Asiatic. The former have, of course, suffered most severely, their wages being more numerous, and supplied largely from gold standard countries.

(b) The necessity of an increase of remuneration was recognised by Government in 1894, since when their officers have received exchange compensation; the Municipality have also granted compensation to some of their employees, and all the Banks, and some mercantile firms and the Dock Companies, have followed suit. In September last, officers and employees of many local concerns secured, by "strikes," a considerable advance in wages; an increase in lawyers fees has been approved by the Government, and professional men generally are raising their charges. But, for the great majority of employees, no compensation in any shape or form seems warranted by the present position of business affairs in this Colony, and, fixity of exchange, in some distinctly higher basis than the present, has become, with them, an urgent necessity.

(c) From Appendix II., it would appear that the wages of Chinese immigrants have not risen in any appreciable degree during the past seven years. This coincides with what has come to be regarded as one of the main reasons for the failure of our Import trade with gold standard countries, namely, that the income of natives generally is not elastic, and has not kept pace with the rise in prices caused by the depreciation of the dollar.

3. Fixity of exchange has of late years been in favour of the community. In 1893, when the Currency Committee reported on the question, many "experts" held that a falling dollar was in the interests of the producer and exporter; but figures given in Appendix D., E., and F., show that such has not been the case. Imports and exports generally have always been in favour of fixity.

4. In considering the subject of fixity of exchange, it has been our endeavour to do so mainly in the light of local business experience, and, with this view, we have investigated the latest published trade figures for this Colony, and now record the conclusions we have reached.

5. The years 1890 to 1894 have been selected for examination as the period—(a) showing the most marked decline in the price of silver, (b) including the repeal of the Sherman Act in America in 1893, and the closing of Indian Mints, on 26th June, 1893; and (c) affording the latest and most reliable statistics.

6. It is believed to be a prevailing idea amongst some Chinese merchants in the Straits, that the effect of the fall in the gold value of the dollar has been to enhance local prices of produce sold by them, and that they, therefore, as sellers, have benefited by the decline; but, if the course of prices from 1890/1893 (Appendix D.) is studied, it will be seen that, on the whole, producers have not only not benefited, but are actually in a worse position, with a dollar being 2/- than they were when the value of that coin was above 3/-.

7. Those who have followed the course of the Singapore produce markets during the period referred to, cannot but admit that prices are, really, only temporarily affected by any fluctuations in exchange, i.e., that a sudden drop, or a rapid rise, in the value of any article does not prevent that, eventually, prices tend to readjust themselves according to the usual laws of supply and demand. On the other hand, it has to be admitted that the effect of the decline in exchange—more rapid, as a rule, than the corresponding fall in the gold value of the dollar—has been to enormously stimulate production, and this has naturally led to a source of profit to the Colony, and to the Peninsula, although the individual producer may have suffered. The sub-committee have, therefore, to take this into consideration in their recommendations, and, in suggesting fixity, the aim should be to give the dollar such gold value as would make the trade of the Colony was in the most flourishing condition as regards volume of exports.

8. Appendix F gives some details regarding the value of various articles exported from the years under review, and the total exports of these articles in each year, from 1890/1893. From these figures it will be seen that the year 1893 generally shows the largest exports, and the average value of the dollar for that year was as nearly as possible 2/4.

9. The following statistics published by Government, and from the Singapore and Penang Exchange Market Reports, the figures given in the various Appendices have been taken, and the following remarks are based thereon:—

10. Imports (specie excluded) have increased in value from 1890 (\$141,453,000) to 1896 (\$188,108,000). (Appendix A.)—An increase of \$44,761,000—of this only \$12,024,000 was from gold standard countries (Appendix B.), the remainder, \$32,644,000 being from silver standard countries (Appendix C.)—\$45,188,000 = 34% (the slight difference in these figures being caused by the omission of the Inter-Settlements trade figures).

Taking first the increase from Gold Standard Countries \$12,024,000. (Appendix B.)

UNITED KINGDOM, EUROPE, AMERICA, AND AFRICA. INCREASE \$12,024,000.

11. This becomes a decrease of 34% when the difference in exchange between 1890 (3s. 6d.) and 1896 (2s. 2d.) is taken into account.

12. Since 1896, a further fall in exchange, of about 17%, has occurred, and if, following on the experience of the previous seven years, the trade overtum in dollars does not increase, a still further falling off in the sterling value must be expected in our Import trade with these countries.

13. The importer of European goods has, therefore, only just maintained his trade as measured even in dollars, whilst his margin of profit has shrunk through the consumers' inability to pay the increased prices required by the fall in exchange.

14. He has further to reckon with increased expenditure, and thus the present condition of affairs has become acutely serious, and points to a still further and serious decline of our once flourishing Import trade with Europe, a position of matters for which, in view of the importance of our trade with the other country, an early and thorough remedy should be devised.

15. It may be here mentioned that, with the view of meeting the inability of the native consumer to pay sufficiently high prices, goods of lower quality, and of reduced weight but inaccurate, are now being more freely introduced, a feature likely in the long run to prove detrimental to the trade of the Colony.

NETHERLANDS INDIA. INCREASE \$5,528,000—27%.

16. The bulk (see Appendix G.) appears as exports to other gold standard countries, having merely passed through our hands. Had the quantities and gold prices of these imports remained stationary, they would have shown an increase of 37% (the difference in exchange between 1890 and 1896)—whereas the increase is only 24%, although the quantities of 1896 were distinctly less than in 1890.

17. It may further be remarked with reference to our Import trade from Netherlands India, that the increasing uncertainty of our exchange appears to be neutralising the advantage of our natural position as a shipping facility, and tending to restrict the trade from passing just Java and Celebes ports.

With fixity of exchange, this trade should be capable of enormous expansion. In 1896, it reached \$27,944,000 out of our total Import trade of \$196,146,000.

BRITISH INDIA. INCREASE \$1,138,000—24%.

18. Showing that, we remain buyers of their products in spite of falling exchange. Opium, gummes, and Indian foodstuffs are absolute necessities, and must be had at any cost.

19. Fixity of exchange, especially if at a higher level than the present dollar value, would undoubtedly benefit the trade with British India.

(We note here the increase from silver standard countries, \$25,344,000. (Appendix D.)

20. All imports from the Peninsula, excepting passing through the ports of the Straits Settlements, these figures deserve particular attention, showing as they do, with exceptional clearness, the development of a country under the influence of a depreciating currency.

21. The increase is largely due to one article, namely, Tin.

22. The condition of the tin industry in the Native States being practically the measure of their prosperity or adversity, some inquiry into the circumstances of that part of the population dependent on this industry is not out of the question.

23. It is alleged that tin miners in the Native States were more prosperous in 1890 than in 1886, and that any temporary advance in the dollar price during that period was counteracted by a more than corresponding increase in the cost of labour, food, and wages through over-production.

24. In 1890/1893 miners were forced to suspend operations, and, from investigations, your Committee are led to believe that depreciation of the dollar has not benefited the producer, except temporarily, and that fixity of the dollar, if at a reasonably low rate would better serve the miners, by ensuring more steadiness in the price of tin, as well as in the cost of labour and food.

HONGKONG AND CHINA. INCREASE \$4,807,000—24%.

25. These imports may, in the main, be taken as representing the requirements of our Chinese population.

26. As the population has not grown 31%, during that period, it may be assumed that this increase represents the enhanced cost of imports from these countries, and this appears to be borne out by local experience.

27. The adoption of a gold standard would probably not injuriously affect this trade. (To be Continued.)

LATE TELEGRAMS.

(Times of Ceylon.)

SUICIDE OF A NAVAL OFFICER.

Trincomalee, Nov. 2.—Mr Sidney Travers Armitage, Lieutenant of the *Cossack*, committed suicide by shooting himself yesterday on board. The *Cossack* was fixed for starting yesterday at four in the evening, but is delayed. The inquest was held by Mr. Lushington, and the body was interred with Naval honours this morning. It was, it is said, tried by Court-Martial at noon, but the verdict was "acquitted."

JAPAN AND GREAT BRITAIN.

London, Nov. 2.—Lord Salisbury and the Japanese Minister signed a protocol on the 26th October, enforcing immediately Article 17 of the Treaty of 1894 regarding the protection of patents and trade marks. SELF-DECEASED MARINERS ON A BLOCK.

October 18.—A steam whaler of the coast of British Columbia has rescued fourteen shipwrecked mariners, who were in a most precarious position, and had given up all hope of being saved. These unfortunate men had been floating about for eleven days upon a block of ice only 20 ft. square. When they were taken off by the rescuing boat all of them were badly frozen, and five had been driven insane by their terrible sufferings.

NEWS BY THE AUSTRALIAN MAIL.

THE LABOUR PROBLEMS IN ENGLAND.

London, Oct. 17.—Mr Joseph Chamberlain has published a letter with regard to the strike in the engineering trades, in which he states that, while he feels deep sympathy with those to whom the strike is causing loss and misery, he is convinced that any unwarranted interference on the part of individuals would only prove harmful.

The Archbishop of Canterbury, who has also been appealed to in connection with the strike, states that any mediation on the part of the Church would not have the slightest chance of success.

Oct. 18.—Mr Sydney Duxton, M.P., in a speech delivered at Poplar on Saturday evening, referred to the engineering strike, said he hoped the Government would enforce the powers they possessed, under the Conciliation and Arbitration Act, in bringing about a settlement of the present industrial dispute.

October 19.—It has been suggested at Birmingham that an effort should be made to localise the dispute in the engineering trades to London, where the dispute originated, with a view to securing a conference between the federated employers and the engineers, and a subsequent reference to arbitration of the demand of the men for an eight-hour day.

October 20.—Contributions have been received from the Continent of Europe to the amount of £2,400 in aid of the engineers on strike.

Canon H. Scott-Holland, of St. Paul's, has published a letter, in which he declares that mediation through the Government in connection with the engineering strike is now morally obligatory.

SEVERE OR WORKMEN'S STRIKE.

London, Oct. 16.—One thousand boiler-makers in London have struck work in consequence of the decision of the employers to revert to the nine-hour day, but have been ordered by the executive of their union to return to work, they having repudiated the settlement arrived at between the shipbuilding, engineering employers and their workmen.

BRITISH TRADE.

London, Oct. 16.—Colonel Sir C. E. Howard Vincent, M.P., speaking at Sheffield last night, declared that while the Government could not assist by protective tariffs and bounties, it would be sheer madness to foster British trade by impossible conditions.

SIR W. LAURIER FIRED AT.

October 20.—News is to hand that Sir Wilfrid Laurier, the Premier of Canada, has been fired at by a mob, however, missed, and Sir Wilfrid continued undisturbed. His assistant is stated to be disappointed office-seeker.

THE NEW CANADIAN MAIL SERVICE.

In view of the termination in November next of the present contract with the proprietors of the *Albert* for the conveyance of mails between Halifax and Montreal, the Canadian Government recently invited tenders for a fresh mail service, the principal conditions being that the mail steamers shall not call at any United States port. No tenders have, however, been received, but the companies owning the *Albatross* and *Donnerstag* steamships have both suggested that Portland, in the State of Maine, should be the terminus of the new line during the winter months.

The *Times* states that there is strong feeling against any United States port being adopted, and as there are no tenders for the service under the existing conditions, arrangements are being made for a temporary service.

October 21.—Reports received from New York state that Mr Van Horn, president of the Canadian Pacific Railway Company, has promised the Canadian Board of Trade that he will start a fast line of steamers between Vancouver and Australia when the fast Atlantic line between Canada and Great Britain, for which Messrs. Pearsen, Tate and Co. have obtained the contract, has been commenced, which is expected to be in 1898.

A TOWN BURNED DOWN.

October 18.—News has been received of a disastrous fire at Windsor, one of the principal seaport towns of Nova Scotia, forty-five miles from Halifax, the capital of the colony. Nearly the whole of the town was destroyed, and the various banks and most of the houses are now lying in ruins, some 6,000 persons having been rendered homeless. Police and firemen have been sent from Halifax for the relief of the distressed people.

NOTICES TO CONSIGNEES.

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, SOUTHAMPTON AND SINGAPORE.

THE Company's S.S. *Hakata Maru*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 22nd Instant, will be subject to rent.

No Fire Insurance has been effected. All Ship-Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company and sent in to this Office, within ten days after the vessel's arrival here, after which no Claims will be recognized.

NIPPON YUSEN KAISHA.
Hongkong, November 15, 1897. 2243

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM OALOUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Chayra* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 18th Instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bill of Lading will be countersigned by **JARDINE, MATHESON & Co.,** General Managers.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER GANGES.
FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, ex S.S. *Australia*,
From Calcutta, ex S.S. *Hormis*,
From Persian Gulf, ex S.S. *Patria* and *Nimra*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 20th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.
Hongkong, November 14, 1897. 2244

Intimations.
NOW READY.

THE BACK DOOR.
THE Series of Articles entitled "THE BACK DOOR," which appeared in the *China Mail*, have been reprinted, and may be obtained in Pamphlet Form.

Price \$1.

WEEKLY NEWS FOR HOME.
The *Overland China Mail*.

IS PUBLISHED to suit the Departure of each European and Foreign Mail Steamer for Europe. It contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The *Overland China Mail*, by the convenience of its form and the accuracy and fullness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China "hands" at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

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Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & TAMSUI.

The Co.'s Steamship *Hainan*, Capt. BATHURST, will be despatched for the above Ports TO-MORROW, the 17th Instant, at Daylight.

For Freight or Passage, apply to **DOUGLAS LARRAIK & Co.,** General Managers, Hongkong, November 16, 1897. 2246

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.

The Co.'s Steamship *Menon*, Captain MOORHEAD, will be despatched on WEDNESDAY, the 17th Instant, at 3 p.m.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents, Hongkong, November 16, 1897. 2244

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA VIA AMOY.

The Co.'s Steamship *Yuenyang*, Captain J. KYNGOR, will be despatched as above on WEDNESDAY, the 17th Instant, at 4 p.m.

This Steamer has superior Accommodation for First Class Passengers.

For Freight or Passage, apply to **JARDINE, MATHESON & Co.,** Agents, Hongkong, November 15, 1897. 2251

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Kintok*, Capt. C. LA PARRILLER, will be despatched as above on or about the 17th November.

For Passage, &c., apply to **HOLLIDAY, WISE & Co.,** Agents, Hongkong, November 8, 1897. 2141

FOR YOKOHAMA AND KOBE.
The Steamship *Be-tona*, Captain F. von BIZZEN, will be despatched for the above Ports on THURSDAY, the 18th Instant, at 4 p.m.

For Freight, apply to **SIEMSEN & Co.,** Agents, Hongkong, November 15, 1897. 2246

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.
The Co.'s Steamship *Prinz*, Captain A. MITTS, will be despatched for the above Ports on SATURDAY, the 20th Instant (Afternoon).

For Freight or Passage, apply to **SANDER & Co.,** Agents, Hongkong, November 13, 1897. 2241

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.

The Co.'s Steamship *Kaifong*, Captain JACOB, will be despatched as above on MONDAY, the 22nd Instant.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents, Hongkong, November 15, 1897. 2248

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Seydlitz*, Captain CLARK, will be despatched as above on TUESDAY, the 23rd Instant.

For Freight, apply to **BUTTERFIELD & SWIRE,** Agents, Hongkong, November 16, 1897. 2250

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Zabner*, Captain JACKSON, will be despatched as above on TUESDAY, the 23rd Instant.

For Freight, apply to **BUTTERFIELD & SWIRE,** Agents, Hongkong, November 16, 1897. 2249

MOGUL-WABRACK-MILBURN LINE.
FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Griem*, Captain GRIMM, will be despatched for the above Ports on or about the 30th November, 1897.

S.S. *Suez*, to sail about 17th Dec., 1897. S.S. *Port Adelaide*, to sail about 25th December, 1897.

For Freight or Passage, apply to **DODWELL, CARLILL & Co.,** Agents, Hongkong, November 1, 1897. 2172

Shipping.

Steamers.

FOR MARSEILLES, HAVRE AND HAMBURG, VIA SINGAPORE.
(Calling at NAPLES for Landing Passengers & sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Wally*, Captain F. BERNERS, will be despatched for the above Ports on THURSDAY, the 18th Instant, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to **SIEMSEN & Co.,** Agents, Hongkong, November 15, 1897. 2151

Sailing Vessels.

FOR NEW YORK.
The S.S. *A.L.I. American Ship* *Abner Coburn*, Captain M. L. PARK, is loading here for the above Port and will sail quick despatch.

For Freight, apply to **ARNHOLD, KARBERG & Co.,** Agents, Hongkong, September 21, 1897. 1889

FOR SAN FRANCISCO.
The 100 A.I. *American Ship* *New York*, Captain P. M. PARK, is loading here for the above Port and will sail quick despatch.

For Freight, apply to **SHEWAN, TOMES & Co.,** Agents, Hongkong, October 23, 1897. 2119

FOR BALTIMORE.
The American Barque *St. Katherine*, Captain M. C. PARK, is loading here for the above Port and will sail quick despatch.

For Freight, apply to **SHEWAN, TOMES & Co.,** Agents, Hongkong, November 4, 1897. 2194

NOTICES TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER CANTON.
FROM ANTWERP, LONDON, PORT SAID AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From Italy, ex S.S. *Sudley*,
From Madras, ex S.S. *Scandinavia*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.

Goods not cleared by the 19th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.
Hongkong, November 13, 1897. 2239

'GLEN' LINE OF STEAM PACKETS.
FROM LONDON AND STRAITS.

THE Steamship *Glenearn* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day.

Cargo remaining undelivered after the 20th Instant will be subject to rent.

No Fire Insurance has been effected. All Ship-Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Instant, at 11 a.m.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co.,** Agents, Hongkong, November 13, 1897. 2235

UP THE YANGTSE.
BY **E. H. PARKER,** with SKETCH MAPS.

PRICE, ... \$1.00.

The Yang-tze Gorges and Rapids in Hu-pu. The Rapids of the Upper Yang-tze. The "Yue-mo" of the Traveller through the Gorges of the Great River.

A Journey in North Szechuan. Nan-ch'uan and the Kung-tan River. Up the Kin-ling River. The Great Salt Wells. North K'wai Ch'ow. The Walls of Hsueh-t'ung. Szechuan Plains.

Orders for Copies will be received by **MISS L. L. CHAMBERLAIN & Co.,** and **MISS L. L. CHAMBERLAIN & Co.,** Agents, Hongkong, November 1, 1897. 2172

Mails.

Occidental & Oriental Steam-Ship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu) ... THURSDAY, Nov. 18, at noon.

Admiral (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu) ... TUESDAY, December 7, at noon.

Ilse (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu) ... TUESDAY, Dec. 28, at noon.

THE Steamship *DORIC* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 18th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to British, French, and German by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Goods to be sent to accompany Cargo should be sent to San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, October 28, 1897. 2140

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu) ... SATURDAY, Nov. 27, at noon.

Ferd (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu) ... THURSDAY, Dec. 10, at noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & H'ulu) ... THURSDAY, Jan. 6, 1898, at noon.

THE U. S. Mail Steamship *CHINA*, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 27th November, at Noon, via San Francisco, and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to British, French, and German by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail, or from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular fare.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail, or from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Mexico, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at our office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required to accompany Cargo intended to be sent beyond San Francisco to the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, November 9, 1897. 2245

Mails.

Occidental & Oriental Steam-Ship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

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Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to British, French, and German by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

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For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.
Hongkong, October 28, 1897. 2140

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

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THE U. S. Mail Steamship *CHINA*, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 27th November, at Noon, via San Francisco, and Freight for Japan, the United States, and Europe.

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Freight will be received on board until 5 p.m.

